THE

CHINA MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4294. 號六月四年七十七百八千一英 HONGKONG, FRIDAY, APRIL 6, 1877. 日三廿月二年丑丁 PRICE, $24 PER ANNUM.

AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. ALGAR, 8, *Clement's Lane, Lombard Street.* GEORGE STREET, 30, *Cornhill.* GORDON & GOTCH, *Ludgate Circus*, E.C. BATES, HENDY & Co., 4, *Old Jewry*, E.C. SAMUEL DEACON & Co., 160 & 154, *Leadenhall Street.*

NEW YORK:—ANDREW WIND, 133, *Nassau Street.*

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney.*

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco.*

CHINA:—*Swatow*, QUELCH & CAMPBELL, *Amoy*, WILSON, NICHOLLS & Co. *Foochow*, HEDGE & Co. *Shanghai.* LANE, CRAWFORD & Co., and KELLY & WALSH. *Manila*, C. HEINSZEN & Co. *Macao*, L. A. DA GRAÇA.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL,...5,000,000 Dollars.
RESERVE FUND,..... 500,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. HOPPIUS, Esq.

Deputy Chairman—F. D. SASSOON, Esq.

E. R. BELILIOS, Esq. | WILHELM REINERS, Esq.
W. H. FORBES, Esq. | ED. TOBIN, Esq.
HON. W. KESWICK.
A. McIVER, Esq.

CHIEF MANAGER.

Hongkong, . . THOMAS JACKSON, Esq. *Manager.*

Shanghai, . . EWEN CAMERON, Esq.

LONDON BANKERS.—*London and County Bank.*

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Offices of the Corporation,
No, 1, *Queen's Road East.*
Hongkong, March 29, 1876.

Notices of Firms

NOTICE.

MR. DALTON SAYLE was admitted a Partner in our Firm on the 31st of July, 1876.

SAYLE & Co.

Hongkong, March 16, 1877. ap16

NOTICE.

WE have This Day Established a Branch of our Firm at SHANGHAI under the Management of Mr ALFRED F. O. KRAUSS, who will sign for us by Procuration.

CARLOWITZ & Co.

Canton and Hongkong, April 1, 1877.

NOTICE.

MR. EDWARD BURNIE will Conduct the BUSINESS of my OFFICE, during my Temporary Absence from the Colony.

R. H. CAIRNS,
Surveyor to Local Offices, and Lloyds Register of Shipping.

2, Club Chambers,
Hongkong, March 17, 1877. ap18

UNION INSURANCE SOCIETY OF CANTON.

NOTICE.

DURING the Temporary Absence of the Undersigned, Mr EDWARD MOORE will act as Secretary of the Society in Hongkong.

By Order of the Board of Directors,
N. J. EDE,
Secretary.

Hongkong, April 2, 1877. ap17

VICTORIA DISPENSARY.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Undersigned.

WM. CRUICKSHANK,
Manager.

Hongkong, November 21, 1876.

Auctions.

FURNITURE SALE.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, on

SATURDAY,

the 7th April, 1877, at 2 o'clock p.m., at No. 11, Old Bailey Street, the Residence of J. SOUTHAN, Esq.,—

The whole of his Household FURNITURE, comprising: Rep Covered Chairs, Couches, Mirrors, Clocks, Carpets, Sideboard, Mahogany Wardrobe with Mirror Door, Marble-top Dressing Table, and Washstands, Iron Bedsteads.

&c., &c., &c.

Also,

1 HARMONIUM.

Catalogues will be issued, and the Furniture will be on view on the Morning of the Sale.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots with all faults and errors of description, at Purchasers' risk on the fall of the hammer.

Hongkong, April 2, 1877. ap7

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

SATURDAY,

the 7th day of April, 1877, at 2 o'clock p.m., at his Sales Rooms, Queen's Road,—

An Invoice of JAPANESE LACQUERED WARE, Ivory Carvings, Bronzes, Porcelain Ware, Tortoise-shell Ware, Cabinets, Glove Boxes, Desks, Jewellery Boxes, Inlaid Cabinets, Vases, Tea Sets, Cups, Buttons, Studs, Lockets, Bracelets, Necklaces, Brooches, Earrings, Mother-of-Pearl Ornaments, &c., &c.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, April 3, 1877. ap7

PUBLIC AUCTION.

LAMMERT, ATKINSON & Co. have received instructions to sell by Public Auction, on

THURSDAY,

the 12th April, 1877, at 2 o'clock p.m.,—

ON THE SPOT

(Unless previously disposed of by Private Sale),

That Piece or Parcel of GROUND, situate in Queen's Road East, Registered in Land Office as Inland Lot No. 54, comprising 10,000 square feet, measuring from North to South 100 feet, and from East to West 100 feet, with a substantial Brick Dwelling House and Out-houses built thereon, known as "Carlton House." Annual Crown Rent, $131.40.

And,

That Piece or Parcel of GROUND, situate in Queen's Road East, Registered in Land Office as Inland Lot No. 768, comprising 6,000 square feet, measuring from North to South 150 feet, and from East to West 40 feet, with a substantial Brick Godown built thereon.

Also,

That Piece or Unbuilt Levelled GROUND, attached to the above Lot, and Registered in Land Office as same Inland Lot No. 768, comprising 6,000 square feet, measuring from North to South 150 feet, and from East to West 40 feet. Annual Crown Rent, $185.08, for Inland Lot No. 768.

TERMS:—One-half of the purchase money to be paid on the fall of the hammer, and the remainder on completion of the Deed of Transfer. The Buildings will be at purchaser's risk after the fall of the hammer.

Hongkong, March 13, 1877. ap12

Intimations.

DENTAL NOTICE.

DR. STOUT intends visiting JAPAN shortly, and would be glad if those who wish to Consult him professionally would make an appointment for an Early Day.

HOURS FOR CONSULTATION:
8 a.m. to 4 p.m.

No. 1, Alexandra Terrace.

Hongkong, April 4, 1877.

NOTICE.

NEITHER Captain FORBES nor the AGENTS or OWNERS of the American Barque "*GARIBALDI*," will be RESPONSIBLE for any DEBTS contracted by the Crew.

JARDINE, MATHESON & Co.,
Agents.

Hongkong, February 28, 1877.

Intimations.

THE MEDICAL HALL,
37, *Queen's Road, Hongkong.*
ESTABLISHED 1853.
TH. KOFFER, *Proprietor.*

Hongkong, April 28, 1876. ap28

HONGKONG.

Chs. J. GAUPP & Co.,
WATCHMAKERS & JEWELLERS,
38, *Queen's Road,*
NAUTICAL INSTRUMENTS,
CHRONOMETERS,
&c., &c., &c.,

Carefully Repaired, Cleaned and accurately rated under guarantee.

All Repairs in the above line done at reasonable rates and with despatch.

Hongkong, May 1, 1876. tf.

NOTICE.

LANE, CRAWFORD & Co. have been Appointed SOLE AGENTS for *China* and *Japan*, for JOSEPH STARKEY, LONDON, Manufacturer of GOLD and SILVER LACES, Embroidery, &c., and Military and Naval Appointments of every Description.

A Stock of these Goods will be kept on hand, for the Regiments stationed here, as well as for the ENGLISH and AMERICAN NAVIES.

Hongkong, March 14, 1877. ap14

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

COMMENCING on FRIDAY Next, the 16th Instant, the Steamer *PoWAN* will Run as a Night Boat between HONGKONG and CANTON, leaving HONGKONG on Mondays, Wednesdays, and Fridays, at 5.30 p.m., and CANTON on Tuesdays, Thursdays, and Sundays, at 5.00 p.m.

By Order,
P. A. DA COSTA,
Secretary.

Hongkong, March 14, 1877.

NOTICE.

LONDON & ORIENTAL STEAM TRANSIT INSURANCE Co.

THE BUSINESS of this COMPANY has This Day been Transferred to THE MARINE INSURANCE Co., of 20, OLD BROAD STREET, LONDON.

By Order of the Proprietors,
WILLIAM HUNT,
Secretary.

137, *Leadenhall Street,*
LONDON,
1st January, 1877.

THE MARINE INSURANCE Co.
20, *Old Broad Street,*
LONDON,
1st January, 1877.
ESTABLISHED 1836.
CAPITAL,.....£1,000,000 STERLING.
RESERVE FUND,....£ 340,000 "

WITH Reference to the foregoing Advertisement THE MARINE INSURANCE Co. has This Day taken over the Business of the LONDON & ORIENTAL STEAM TRANSIT Co., and has Appointed Mr A. McIVER as its AGENT in HONGKONG.

By Order of the Board of Directors,
ROBERT J. LODGE,
Manager.

THE Undersigned is prepared to Accept Risks and issue Policies on behalf of the MARINE INSURANCE Co. by any First Class Steamer.

A. McIVER,
Agent of the Marine Insurance Co. of London.

Hongkong, February 16, 1877. au17

NOTIFICATION.

INSPECTORATE GENERAL OF CUSTOMS,
PEKING, *20th March*, 1877.

THE FIRST OF APRIL having been sanctioned by Imperial Decree as the date for the Opening of ICHANG, WUHU, WENZHOW and PAKHOI to Foreign Trade, the Custom Houses there will on that day commence the transaction of business.

In this connection the following appointments have been made:—

Mr T. DICK to be Commis'ner of Customs at Ichang
" F. E. WOODRUFF " " " Wuhu
" H. E. HODSON " " " Wenzhow
" E. McKEAN " " " Pakhoi

Arrangements have not yet been completed for the Discharge and Shipment of Cargo at Sha-shi, Li-ki-kow, Wu-sieh, Hu-kow, An-king and Ta-tung. Due notice will hereafter be given.

By Order of the Inspector General of Customs,
COLIN JAMIESON,
Chief Secretary, Officiating.

ap9

Intimations.

PACIFIC MAIL S. S. COMPANY.

ON SATURDAY, the 7th Instant, the COMPANY'S OFFICES will be REMOVED to our Premises No. 9, Praya Central.

RUSSELL & Co.,
Agents.

Hongkong, April 5, 1877. ap12

BILLIARDS.

MONS. PIERRE CARME, the Champion Cannon Player of the World, will give Three Exhibitions at the HONGKONG HOTEL, on THURSDAY the 5th, FRIDAY the 6th, and SATURDAY the 7th Instant, Commencing Each Evening at 9 o'clock. The GAME will be 1,000 Points up, when Mons. Carme offers to any Gentleman 500 Points who wishes to play him. After the Game, Mons. Carme will Show some Fancy Shots.

Admission!—Season Ticket,.....$4.
" Single Ticket,..... 2.

Seats can be secured at the Office of the HONGKONG HOTEL.

Hongkong, April 2, 1877.

G. O. ROGERS, DENTAL SURGEON, No. 7, ARBUTHNOT ROAD, Begs to inform his Friends that he intends being ABSENT from HONGKONG for Six or Eight Weeks, leaving early in APRIL.

Hongkong, March 12, 1877.

KWONG HING CHEUNG & Co., COAL MERCHANTS,

Have always on hand for Sale every description of COAL at Moderate Prices.

Mr AHYON has been appointed Manager, and all Orders addressed to him at 57, Praya, or to Mr FAT JACK, at 30, Hing Lung Street, will receive immediate attention.

Hongkong, March 19, 1877. mc19

TO THE MERCANTILE COMMUNITY OF HONGKONG.

GENTLEMEN,—We have always been of opinion that to conduct business properly and amicably a regular system should be established whereby goods can be paid for by an acknowledged rule fair to everybody. You are no doubt aware that for years past the dollar question has been a very troublesome one. Dollars are imported into the Colony from various sources and of various standards. The Government of Hongkong, in conjunction with the High Officers of Canton, have issued notices ordering Chinese to receive the American and the Mexican dollars in payment for goods irrespective of weight; they are accordingly used here without any difficulty, but the Chinese Merchants of other Ports come here, and they will only pay for their goods in dollars at current rate, or by weight. We sometimes offer dollars, in payment of business transacted, to foreign firms, but although good, they are declined. Traders from other parts are kept away from doing business in the Colony on this account; hence the great dulness of trade at present. With a proper system we feel confident the trade, which is daily dwindling down, will speedily revive. We ask you, Gentlemen, to consider the matter and call a meeting to devise some settlement of this question, whereby both Foreign and Chinese Merchants will be on the same footing. Dollars of all descriptions, unless spurious, can be used here, if by weight; it does not matter if they are old or new to us; "weight" seems the fairest and simplest plan. We beg, Gentlemen, to ask your advice on the matter, and ask you to settle this question at once and for good, and offer you every assistance we can give you on our part in discussing the matter as publicly as possible.

FROM THE CHINESE COMMUNITY OF HONGKONG.

Hongkong, April 5, 1877. ap12

To Let.

TO LET.

NO. 3, PEDRO TERRACE, ELGIN STREET, with Immediate Possession.

Apply to
LANE, CRAWFORD & Co.

Hongkong, February 7, 1877.

TO LET.

HOUSE No. 7, Caine Road, lately occupied by Mr PARKER.

House No. 10, Albany Road, at present occupied by the Rev. R. H. KIDD.

Bisnee Villa, Pok-foo-lum, Furnished.

DAVID SASSOON, SONS & Co.

Hongkong, February 13, 1877.

TO LET.

THE Upper Portion of Nos. 42 and 44, Queen's Road.

The Dwelling House No. 2, Gough Street.

Apply to
DOUGLAS LAPRAIK & Co.

Hongkong, November 17, 1876.

TO BE LET.

THE PREMISES No. 39, Queen's Road, at present in the occupation of the BORNEO COMPANY.

TURNER & Co.

Hongkong, February 6, 1877.

For Sale.

FOR SALE,
THE IRON SCREW STEAMER
"*ALBAY.*"

THE above Steamer was Built in Glasgow in 1872 by Messrs DOBBIE & Co., under special survey of LLOYDS', and Her MACHINERY AND BOILER were made by Messrs JAMES HOWDEN & Co., under special inspection. She was constructed to carry a large Cargo on a light draft of water and is well adapted for the Philippine, China, or Japan trade. She underwent general Repairs in 1875, when New SAILS, RIGGING, and a complete outfit were supplied by the HONGKONG AND WHAMPOA DOCK COMPANY, and in March of the present year her Engines and Boiler were thoroughly overhauled.

DIMENSIONS.—Length between Perpendiculars, 170 feet. Beam, 26 feet 3 inches. Depth of Hold from Ceiling to Main Deck, 9 feet 5 inches. Height from Main Deck to under side of Awning Deck, 7 feet 4½ inches.

GROSS TONNAGE.—550 Tons.

CLASS.—Built to Class 100 A at Lloyds.

RIG.—Brig Rigged.

CARGO CAPACITY.—About 9,000 piculs, or 625 tons Measurement (40 feet.)

DRAFT.—Light 9 feet; Loaded 12½ feet.

SPEED.—Eight knots on consumption of 8½ to 9 tons of coals per 24 hours.

BUNKER CAPACITY.—75 tons coals.

CABIN.—Under Awning Deck aft; saloon, pantry and five state rooms, with accommodation for 12 first-class passengers.

MACHINERY.

ENGINE.—A pair of Howden's patent High and Low pressure Engines of 90 Horse Power nominal; High Pressure Cylinder 25 inches, and Low Pressure Cylinder 45 inches in diameter; Stroke 30 inches.

PROPELLER.—Bessemer Steel of 4 Blades, with One Spare Set of Blades.

WINCH.—One Steam Winch with Donkey Boiler on Deck.

BOILER.—One Horizontal Tubular Boiler 11 feet diameter, with 3 Furnaces, tested for a working pressure of 60 pounds.

MORRIS & RAY.

Hongkong, March 29, 1877.

FOR SALE.

A MARINE ENGINE of 20 Horse Power Nominal, High and Low Pressure, with Extra SURFACE CONDENSER and TUBULAR BOILER. Consumption, 2 Tons per 24 Hours.

The Engine is quite new; was manufactured by Messrs Matthew Paul & Co., Dumbarton, and is now deposited in the Godown of the late firm of Russell & Sturgis, Manila.

Particulars may be obtained on application to

MORRIS & RAY.

Hongkong, March 29, 1877.

FOR SALE,

BY TENDER, the whole Stock-in-Trade of the TAKU TUG AND LIGHTER COMPANY, consisting of the following Steamers:—

	Carrying Capacity.
Steam Tug & Lighter *Algerine*,...	3,500 pcls.
" " *Pathfinder*,..	1,800 "
Steam Tug *Orphan*,.....	—
" *Little Orphan*,.....	—

Tenders will Receive immediate attention.

Apply to
TAKU TUG & LIGHTER Co.,
TAKU.

Taku, March 12, 1877. ap30

FOR SALE.

A SET of DR. MORRISON'S Chinese and English DICTIONARY, in FIVE VOLUMES. Price very moderate.

Apply to
WONG MAN YU TONG,
48 *A, Hollywood Road.*

Hongkong, March 31, 1877. ap7

FOR SALE, AT CANTON.

A STEAM COTTON MILL, well adapted for Working Native COTTON, either NINGPO or TIENTSIN. Capable of Making 3 piculs of Yarn in 12 hours, consisting of:—

Steam Engine and Boiler 18 Horse Power Nominal, 1,280 Spindles, 12 Carding and 2 Drawing Machines, 1 Speeder 18 Spindles, 1 Stretcher 60 Spindles, 1 Lap Machine, 1 Cotton Gin, Bobbins, &c., with Shafting and Belting Complete.

For Further Particulars and Terms of Sale, apply to

RUSSELL & Co.

Hongkong, March 14, 1877. ap14

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I., A to K, with Introduction. Royal 8vo., pp. 202.—By ERNEST JOHN EITEL, PhD. Tübingen.

Price TWO DOLLARS AND A HALF.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, February 8, 1877.

For Sale.

FOR SALE.

CUTLER, PALMER & Co.'s Celebrated Brands of WINES and SPIRITS.

Apply to
SIEMSSEN & Co.

Hongkong, June 22, 1876.

NOW READY.

FENG-SHUI; or, THE RUDIMENTS OF NATURAL SCIENCE IN CHINA. By Dr. E. J. EITEL. *One Volume.* 8vo. Price, $1.50.

BUDDHISM, ITS HISTORY, THEORY AND POPULAR RELIGION, in three Lectures. By Dr. E. J. EITEL. *Second Edition. One Volume.* 8vo. Price, $1.50.

Orders will be received by Messrs Lane, Crawford & Co.

Hongkong, July 31, 1876.

Shipping.

Steamers.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANÇAIS.

The Company's Steamship
"*IRAOUADDY,*"
Comdt. GAUVAIN, will be despatched for SHANGHAI on SATURDAY, the 7th Instant, at Noon.

H. DU POUEY,
Agent.

Hongkong, April 5, 1877. ap7

FOR SWATOW, AMOY, TAIWANFOO AND TAMSUI.

The Steamship
"*TAIWAN,*"
Captain M. YOUNG, will be despatched for the above Ports on SUNDAY, the 8th Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.

Hongkong, April 3, 1877. ap8

FOR SYDNEY & MELBOURNE.

The Steamship
"*OCEAN,*"
Capt. JAQUES, will load Tea at FOOCHOW for the above Ports at the opening of the coming Season.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, March 31, 1877.

Sailing Vessels.

FOR MANILA.

The Spanish Bark
"*TERESA,*"
CEBADA, Master, will be despatched for the above Port on or about the 20th Instant.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.

Hongkong, April 3, 1877.

FOR SAN FRANCISCO.

The Russian Bark
"*RURIK,*"
BURGELAND, Master, will have quick despatch as above.

For Freight, apply to
VOGEL, HAGEDORN & Co.

Hongkong, April 5, 1877.

FOR NEW YORK.

The *A* 1 American Ship
"*MYSTIC BELLE,*"
PLUMER, Master, will load here and will have quick despatch as above.

For Freight, apply to
VOGEL, HAGEDORN & Co.

Hongkong, March 10, 1877.

FOR NEW YORK.

The *A* 1 American Ship
"*McNEAR,*"
W. TAYLOR, Master, will load here, and will have quick despatch as above.

For Freight, apply to
VOGEL, HAGEDORN & Co.

Hongkong, February 15, 1877.

FOR LONDON.

The British Ship
"*ANGLO SAXON,*"
C. HARRINGTON, Master, will load here and have immediate despatch.

For Freight, apply to
MEYER & Co.

Hongkong, March 6, 1877.

FOR MANILA (DIRECT.)

The Spanish Schooner
"*NUEVO CONSTANTE,*"
URIARTE, Master, will have quick despatch as above.

For Freight or Passage, apply to
REMEDIOS & Co.

Hongkong, April 5, 1877.

Notices to Consignees.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. *IRAOUADDY.*

NOTICE.

CONSIGNEES of Cargo per S. S. *Copernic*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before 11 o'clock To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Tuesday, the 10th Inst., at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUEY,
Agent.

Hongkong, April 5, 1877. ap10

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S. S. *Japan*, Captain H. de Smidt, having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, April 4, 1877. ap11

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S. S. *Argyll* having arrived from the above Ports, Consignees of Cargo are hereby requested to send their Bills of Lading for countersignature to the Undersigned, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.

Hongkong, April 4, 1877. ap11

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

Alden Besse, American barque, Captain S. Noyes.—Rozario & Co.

Mystic Belle, American ship, Captain David Plumer.—Siemssen & Co.

Rosina, American 3-m. schooner, Capt. C. W. Hansen.—Arnhold, Karberg & Co.

Echo, British barque, Capt. George W. Tozer.—Arnhold, Karberg & Co.

Windermere, British ship, Capt. Mann.—Meyer & Co.

Iris, Dutch schooner, Captain J. Werterveld.—Order.

Rosetta McNeil, American barque, Captain Brown.—Vogel, Hagedorn & Co.

Argonaut, British ship, Captain John Anderson.—Meyer & Co.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions from H. M. Naval Storekeeper, to sell by Public Auction, on

WEDNESDAY,

the 11th April, 1877, at 11 o'clock a.m., at H. M. Naval Yard,—

SUNDRY NAVAL & VICTUALLING STORES, Comprising: Old Iron, Hoses, Glass, Lignum-vitæ, and India Rubber, Washing and Ice Making Machines, Galvanised Iron Baths, Provisions, Clothing Implements, &c., &c.

Terms of Sale.—Cash before delivery in Mexican Dollars weighed at 7. 1. 7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,
Government Auctioneer.

Hongkong, April 6, 1877. ap11

SHIPPING.

ARRIVALS.

April 6, *Glaucus*, British steamer, 1549, T. Jackson, Liverpool Feb. 15, via ports of call, and Singapore March 28, General.—Butterfield & Swire.

April 6, *Tching Teing*, Chinese gunboat, from Macao.

March 6, *Carmen*, Spanish barque, 200, Sta. Coloma, Manila March 27, Sappanwood.—Brandao & Co.

April 6, *Agamemnon*, British steamer, 1560, Jas. Wilding, Shanghai April 1, and Amoy 5, General.—Butterfield & Swire.

April 6, *Chinhiang*, British steamer, 789, Hogg, Saigon April 1, Rice.—Siemssen & Co.

DEPARTURES.

Apr. 5, *Washi*, for Hoihow.
6, *Windermere*, for Iloilo.
6, *Norna*, for Swatow.
6, *Tibre*, for Yokohama.
6, *Golden Horn*, for Bangkok.
6, *Amoy*, for Shanghai.
6, *Flintshire*, for Amoy.

CLEARED.

Lima, for Taiwanfoo.
San Lorenzo, for Manila.
Benarty, for Foochow.
Rajanattiannhar, for Bangkok.

PASSENGERS.

Arrived.

Per *Glaucus*, from Singapore, &c., Messrs Brükleman, Green, and Dæth, Capt. and Mrs O'Malley, 2 Chinese maid servants, and 80 Chinese.

Per *Agamemnon*, from Shanghai via Amoy, Mrs Saunders and child, Mrs Hirth and 2 children, Mrs Fisher and 2 children, and Master McClatchie, for London; and 944 Chinese, for Straits.

PASSENGERS.

Departed.

Per *Tibre*, for Yokohama, Mrs Cowles, Mr and Mrs Morrison, Mr Vanek and son, Messrs Hodgkins, Harcourt and E. Sicker.

Per *Amoy*, for Shanghai, Mrs Krabbe, and Mrs A. N. Onyme.

Per *Norna*, for Swatow, 157 Chinese.

Per *Washi*, for Hoihow, 20 Chinese.

To Depart.

Per *Benarty*, for Foochow, 2 Chinese.

Per *Rajanattiannhar*, for Bangkok, 2 Europeans and 376 Chinese.

SHIPPING REPORTS.

The Spanish barque *Carmen* reports: N.E. wind throughout the passage.

The British steamer *Agamemnon* reports: Light N.E. winds and hazy weather and smooth sea.

The British steamer *Chinkiang* reports: Left Saigon at 8 p.m. on the 1st, arrived in Hongkong at 1.50 p.m. to-day. Had strong Northerly winds and head sea as far as Cape Padaran, thence to Hainan light N.E. winds and dull weather, thence to port strong N.E. winds and head sea. In Port.—Strs. *Ocean*, *Cairnsmuir*, *Yangtsze*, *Pearl*, *Jeddah*, *Montgomeryshire*, and *Tartar*. Str. *Cyphrenes* arrived as we left.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SHANGHAI.—
Per *IRAOUADDY*, at 11 a.m., on Saturday, the 7th inst. Late letters received from 11.10 to 11.30.

For SWATOW, AMOY, TAIWAN, AND TAMSUI.—
Per *TAIWAN*, at 5 p.m., on Saturday, the 7th inst.

For SHANGHAI.—
Per *GLAUCUS*, at 5 p.m. To-morrow, the 7th inst.

For HAIPHONG.—
Per Barque *BREMA*, at 3.30 p.m., on Wednesday, the 11th inst.

MAILS by the English Packet.—

The English Contract Packet *KHIVA*, will be despatched with the Mails for Europe, &c., on THURSDAY, the 12th Instant.

The following will be the hours of closing the Malls, &c.:—

Wednesday, 11th Instant.—

5 P.M., Money Order Office closes.

6 P.M., Post Office closes except the Night Box, which remains open all night.

Thursday, 12th Instant.—

7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 A.M., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 A.M., *Letters* may be posted with Late Fee of 18 cents extra Postage till
to
11 A.M., when the Post Office Closes entirely.

11.30 A.M., Letters (but Letters only addressed to the United Kingdom *Via Brindisi* or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till
to
11.50 A.M., when the Mail is finally closed.

Hongkong, April 3, 1877. ap12

MAILS by the French Packet.—

The French Contract Packet *DJEMNAH*, will be despatched from Hongkong on THURSDAY, the 19th Instant, with Malls to and through the United Kingdom and Europe, *viâ Marseilles*; to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Ascension.

Letters may also be forwarded to India by this Packet.

The following will be the hours of closing the Malls, &c.:—

Wednesday, 18th inst.—

5 P.M., Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Thursday, 19th inst.—

7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 A.M., Registry of Letters ceases.

11 A.M., Post Office closes except for Late Letters.

11.10 A.M., Letters (but Letters only) *except those to and through Australia* may be posted on payment of a Late Fee of 18 cents extra postage, until
to
11.30 A.M., when the Post Office Closes entirely.

Hongkong, April 5, 1877. ap19

General Memoranda.

Sunday, April 8:—

Daylight.—*Taiwan* leaves for Coast Ports and Formosa.

Tuesday, April 10:—

Goods per *Iraouaddy* undelivered after Noon, subject to rent and landing charges.

Wednesday, April 11:—

11 a.m.—Sale of Sundries at Govt. Store.

Thursday, April 12:—

Noon.—English Mail leaves for Ports of Call and Europe.

2 p.m.—Sale of Ground, at Queen's Road East.

Friday, April 13:—

Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

Saturday, April 14:—

3 p.m.—American Mail leaves for Yokohama and San Francisco.

Friday, April 20:—

Tersed leaves for Manila on or about this date.

Tuesday, May 1:—

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—*Iraouaddy* leaves for Shanghai.

Auctions.

2 p.m.—Furniture Sale, at No. 11, Old Bailey Street.

2 p.m.—Sale of Japanese Curios, &c., at Mr J. M. Armstrong's Sale Room.

☞ *The publication of this issue commenced at 7.30 p.m.*

THE CHINA MAIL.

HONGKONG, FRIDAY, APRIL 6, 1877.

The authorities in the Straits Settlements are considering some further legislation in regard to the Chinese. We have already noticed the Chinese Immigrants' Bill, the Crimping Bill, and the motion for the suppression of Secret Societies, all introduced into the Legislative Council of the Settlements within the last few months, and now a measure has been brought forward, and has passed its second reading, to amend the Preservation of the Peace Ordinance of 1872. The Bill amends Section 15 of that Ordinance, some of the formalities and requisite proofs being omitted, and the Governor is empowered to deport persons whose presence in the Settlements he is satisfied is dangerous to the public safety and peace. It is believed that the measure will deal another effective blow to the Secret Societies. Great difficulty had been experienced in getting at the wire-pullers and others, who originated riots and lawless proceedings, through the impossibility of getting Chinamen to give evidence against each other in such matters. It was stated in the course of the discussion on the Bill, for instance, that the main instigator in the late Post-Office riots was perfectly well known, but nothing could be done to him. It was known that at a certain hour he had left his shop and led a body of "Samsengs," or fighting-men, to attack the Chinese Post-office; that he had called on the crowd to assist, and then, when he saw the riot fairly started, had disappeared. This man was now at large in the settlements, and had suffered no punishment simply because the Chinese would not give evidence against him, although it is mainly through him that about a couple of hundred of his countrymen are in prison, and that some of them have been shot Had the measure in question been in force, the Governor would have been able to seize this man and deport him from the Colony. The measure will not only enable the Governor to inflict punishment for offences actually committed, but will also enable him to prevent the occurrence of riots and lawless proceedings by the deportation of the dangerous individuals who threaten the disturbance of the peace. No doubt also the very fact of "headmen," and other important members of the Chinese community being liable to be summarily arrested and deported at any moment, will tend to make these individuals particularly careful of their proceedings. An objection was raised to the Bill that it applied to naturalised British subjects as well as foreigners. It was pointed out, however, that it was scarcely possible to exclude naturalised British subjects from the provisions of the Bill, because the majority of the well-to-do Chinese in the settlements had been naturalised in order that they might enjoy the privilege of sailing their vessels under British colours and have the general protection of the British Government. The Colonial Secretary in supporting the Bill said,—what is no doubt a gratifying statement to Englishmen—"that very large numbers of Chinese in the Straits had been naturalised, and the numbers of these persons in Singapore, Penang and Malacca must be something very large. Almost all the towkays and traders, who hold ships, are naturalised." It was also urged as an objection to the measure that it was unconstitutional. For our own part we are unable to appreciate this objection as applied in this case. The same law as the one now sought to be introduced is in existence in Hongkong; and it is proposed to be introduced into the Straits to remedy a most unconstitutional state of things there. Secret Societies of foreigners which usurp the powers of Government, and set at defiance, when it pleases them, law and order, can scarcely expect to be dealt with very tenderly or in the same way as law-abiding and peaceable citizens. The measure provides for pains and penalties which bear no comparison whatever in severity with those to which offenders of this class are subjected in China, where the penalty of simply being a member of a Secret Society is death. It is also scarcely more harsh or unconstitutional than the suspension of the *habeas corpus* Act—a step which the British Government has taken within recent times for the sake of peace and order in the United Kingdom. We think the measure a very good one, and one much needed in the Settlements under existing circumstances.

A striking illustration of the intensely conservative spirit of the Chinese Government even in matters where foreigners are not so directly concerned is afforded in the *Peking Gazette* of the 13th February. It seems that a memorial had been sent in from the Governor of Kwangtung, stating that the Canton Literary Examiners were returning to Peking by sea. Hereupon a decree is issued bringing the examiners severely to task for this alarming departure from the established order of things. "According to regulation," says the decree, "the Literary Examiners sent to the various provinces should travel by the post roads, but of late years the Examiners sent to Canton have made it a practice, when returning to Peking after fulfilling their mission, to allege illness as a reason for travelling by sea, in complete disregard of the standing regulation. As the Chief and Assistant Examiners in the present instance have already set out on their journey, no further notice need be taken in their case; but for the future the practice is forbidden." This is conservatism with a vengeance!

LOCAL AND GENERAL.

We are requested to state that 16 cent stamps are to be had at the Post Office.

Mr Justice Snowden sat in the Supreme Court to-day to try a few cases in Summary Jurisdiction, but they were unimportant and of no interest, being almost entirely among Chinese litigants and involving no weighty questions.

The demolition of the houses on the ground known as Rangel's property is nearly complete, and we must congratulate the Government on its wisdom for having secured such a splendid site for the erection of the new Central School. Spacious as the new building will be, it is almost certain to be filled, even if allowance is given for the accommodation of 700 boys, as we know the school is so highly appreciated that admission into it is regarded as a great privilege. Having regard, therefore, to the demand for accommodation, we may suggest that the Government will do well to devote as much of this spacious area as possible to school-room purposes, and if a play-ground for the boys is deemed necessary, we think the present waste ground under the bank of Bridges Street could be easily converted into a place of recreation. As that vacant space at present stands, it is both a danger and an eye-sore, and to our unprofessional mind, we believe its conversion into a beautiful play-ground for the boys of the Central School would not cost more than two or three thousand dollars. The ground is unsuitable for building sites, and it may be as well utilised in the way we mention as allowed to lie waste as at present.

Thefts of an easy and safe kind, which are seldom followed by shot-drill or a bread-and-water diet, are most commonly practised by a certain class of unprofessional and cautious thieves; and we may note that a member of this class has lately been exercising his wits in this Colony. A written order for a box of cigars was handed by a Chinaman to a foreign firm the other day, purporting to be from a gentleman in the Spanish Consulate, and the weeds were accordingly supplied. Upon the bill being presented, however, it was discovered that the gentleman whose name was thus forged or falsified had never given any order; and the transaction then became revealed as a small swindle perpetrated by means of the courtesy which characterises foreign business in this Colony when transacted amongst honest men. The order was in very neat handwriting—an accomplishment, by the way, possessed by many of the swindling order—and the initials of the signature were incorrectly given, probably in order to escape a charge of forgery if detected. Other instances of this mean swindler's ingenuity than the one above noticed are becoming known; and we would caution those concerned against a too confiding spirit. It is to be hoped that such practices may yet lead to the punishment of those persons indulging in them, as the dealings of honest men may be much hampered by their continuance. Every house will, like the Banks, have to keep its book of signatures.

Mons. Carme gave his first exhibition of skill as a billiard player at the Hongkong Hotel last night, before some fifty or sixty admirers of the game. The exhibition took place in one of the private rooms in the Hotel on a table and with balls hired from a local firm for the occasion. Every one present was, we believe, delighted with the Professor's performances, which were, indeed, simply marvellous. The greater part of the evening was occupied with a match between Mons. Carme and a local player, the former giving the latter 500 points and managing to secure his 1000 before his opponent had put together a hundred. One break of the Professor's reached about two hundred and fifty. Cannons which to even a good player would appear almost impossible were performed by him with the greatest ease. A favourite plan of his was to get the balls together in the corner, when by the gentlest of touches he would run up a goodly number of points, and then, the balls having got a little wide, off one would go to the end of the board and come back again into the most convenient position imaginable. One peculiar stroke,—the *massé*, we believe, it is called—he frequently made never failed to draw forth applause. In it the balls are in a straight line almost or quite touching each other, and by striking with the cue held perpendicularly the stroke ball touches the centre one, scarcely disturbing it, then makes a half circle round it, and cannons to the third ball. Cannons off the cushion were also made in a most surprising manner. At the conclusion of the game Mons. Carme gave a still more wonderful exhibition of fancy shots. First of all the balls were made to "kiss" in the corners of the table under the most remarkable conditions. Then a ball was made to cannon off a second on to a third placed in a hat held some distance above the table. One of the most amusing of the exhibitions was to place a ball on a bell supported on the head of a person seated beside the table, and then to strike it off by a cannon made from the table; a similar trick was performed when the ball was placed on the bowl of a pipe held in a person's mouth. A number of balls were also struck off quickly one after the other, and, having traversed the table several times without "kissing," all finally stopped in a corner previously chalked out. Twelve bottles were afterwards placed on the table, and the balls having been struck off in succession, none touched the bottles, but all found their way to a particular corner of the table. Cannons were also made from off one table to another, the ball having to clear a space of some three feet, besides passing through a hoop covered with thin paper and striking another ball on the further table. The Professor is advertised to give another exhibition to-night and a third to-morrow night.

Police Intelligence.

(*Before James Russell, Esq.*)
April 6, 1877.

OBSTRUCTION.

Chan A Tung, and Shin A Po, runners to Chinese boarding-houses, were charged with having gone on board the steamer *Glaucus*, before her arrival at her anchorage to the obstruction of her navigation. Fined $5 each.

WRANGLING.

Low Ang and another, chair-coolies, were charged with making a disturbance in front of the Stag Hotel. Fined 25 cents each.

BASE COINS.

Ching A Wan, a money-changer at Yowmatee, was again brought up for having passed some thirteen base coins, and after further evidence, the defendant was committed for trial.

LARCENY.

Wong A Sin, a billiard marker at the United Club, again appeared to answer the charge of stealing a pair of silver bangles and other ornaments from a fellow servant. Mr Wm. Goldbourn, a clerk in the Gaol and Hon. Secretary to the Club, was examined, but there was no evidence against the defendant, who was consequently discharged.

A DEPORTED MAN.

Lo A Sin, a cook, was charged with having returned from self-deportation under a conditional pardon. The defendant was convicted in September 1875 of robbery with violence. He was sent to two years' hard labour, but was released on a conditional pardon on the 9th December 1876. He was ordered to be committed to Gaol to serve out the commuted portion of his sentence.

MORE OBSTRUCTION.

The owners of 31 boats were summoned by P. C. J. Sier for obstructing the steamer *Carrisbrooke* as she came in from the North. There were so many boats hanging on to her that she was obliged to drop her anchor a good way off from her usual anchorage. The case was remanded.

Socloé.

The following is an abridged translation of a letter published in the Manila *Diario* from its correspondent:—

Socloo, March 4, 1877.

Just after the departure of the last mail, the engineers commenced to prepare the ground upon which the first brick building is to be constructed here. Captain Rota, assisted by Lieut. Briones, have displayed much activity, and the foundation and the plan of a barrack can now be seen which will have 89 metres of front by 6 deep, which it is expected will be ready in the course of a little more than one month, when the detachment of engineers and part of a company of artillery will be transferred thither from the fort Alfonso XII, which is now regarded as the worst part of the town, so far as its sanitary conditions are concerned. The new intrenchment constructed by a few soldiers, under the direction of the Lieut.-Col. Marina, is built of old barrels filled with sand, and its ditch is very properly arranged, with a door to shut up at night. I am quite certain that the diseases of the troops will be reduced to one half so soon as the fort Alfonso XII is evacuated and destroyed altogether, and that of Princesa constructed, of brick with good dormitories, and the rest of the troops furnished with good quarters.

The gunboats *Calamianes* and *Paragua* sailed for a cruise on the 5th February and returned on the 15th of the same, having been at Tandú, Tulayan, Maibun, Parang, Siassi, and some other places; they were well received everywhere. The *Minna* arrived on the 5th February from Siassi with about 380 piculs of Mother o'Pearl Shell, and 200 piculs Biche de Mer, (articles which are growing in importance here); she sailed again on the 7th for Singapore. The gunboats *Arayat* and *Mindoro* arrived from Zamboanga on the 9th February, having in tow the small German steamer *Tonny*, which sailed for Siassi on the afternoon of the following day. The gunboats sailed also on the 11th for Tawi-tawi with the object of collecting some further details of that labyrinthine archipelago for the hydrographic commission. As it was expected they would only take fifteen days to complete the work, and their return was overdue, the Commander of the Naval Station despatched the gunboats *Calamianes* and *Manileño* in search of them and to ascertain the cause of their delay.

On the night of the 17th, the schooner *Estrella* arrived from Zamboanga with mails and general cargo.

The British schooner *Flower of Jarrow*, manned by Chinamen, arrived on the night of the 25th February with goods for Parang and Maibun, having on board some Moros as passengers, from Singapore and Sandakan. She left for the ports of her destination on the 27th.

The Moros of Paticolo have occasionally attacked their cousins of Tandú while the latter come to the market, and no doubt, they must be the same who attempted to make away with some cows which were on the pasture ground on the morning of the 27th ultimo, but were pursued and fired upon by the soldiers, and resulted in the latter killing one and wounding two or three others.

The following are the prices of the principal articles of export:—

Shark's Fins,	$ 9	per picul.
Beche de Mer,	11	"
Tortoise Shell,	380	"
Hemp Rope,	7	"
Cow's Hide,	11	"
Bufaloe's Hide,	6	"
Mother o'Pearl Shell,	36	"

SPAIN AND THE SUEZ CANAL.

From an article in the *Moniteur Egyptien*, in which the services rendered by Spain in the construction of the Suez Canal are gratefully acknowledged, and a high estimate is formed of the advantages which Spain is likely to derive from the success of that undertaking, we extract the following statistics:—The first Spanish ship using the Canal was the *Ebro*, which passed through in the beginning of January, 1870. That vessel was the pioneer of a regular line of steamers between Cadiz and Manila, belonging to Messrs Olano, Larringa, and Co., Bilbao, which in 1876 numbered 8 vessels, with an aggregate tonnage of 18,860 tons. From the time that they commenced to run, these vessels have carried through the Canal 11,273 passengers, 74,750 tons of merchandise from the Philippine Isles to Europe, and 93,803 tons from Europe to Manila. On this traffic the Suez Canal Company has been paid dues amounting to 68,000*l.* The total number and tonnage of Spanish vessels which have passed through the Canal from 1870 till the 1st December, 1876, is as follows:—

Years.	Number of Ships.	Tonnage.
1870	3	1,423
1871	5	5,727
1872	8	9,057
1873	13	32,299
1874	28	50,726
1875	21	43,969
1876	23	45,861

Since 1874 it will be observed the number of ships has diminished, but their average tonnage has increased, for while in 1874 the mean was 1,811 tons, in 1875 it was 2,093 tons, and in 1875, 2,084 tons. The following table gives the number of ships of each nationality that have passed through the Canal from the 1st December, 1869, to the 1st December, 1876. Spain, it will be observed, holds the sixth rank as regards the gross tonnage:—

Nationality.	Number of Ships	Tonnage.
English	5,317	9,550,431
French	561	1,639,938
Austro-Hungaria	394	580,604
Dutch	222	442,115
Italian	339	391,443
Spanish	105	188,066
German	143	174,598
Egyptian	130	114,174
Turkish	143	113,335
Russian	62	104,616
Norwegian	42	67,620
Danish	36	57,931
Swedish	25	30,119
Portuguese	27	28,649
American	11	19,310
Begian	9	17,400
Other nationalities	18	11,419
—*Economist.*	7,584	13,521,758

AVERAGE BONDS.

"General average" is the term applied by those engaged in the shipping trade to a species of agreement the main underlying principle of which it is easy to grasp. The captain of a vessel which is placed in danger may sacrifice any portion of the ship or cargo, the removal of which offers a chance of safety. He may for instance cut away the masts, slip or cut the cables, or throw the cargo overboard; and in such cases the "general average" provides that the loss incurred shall be borne proportionately by the three interests involved—the ship, the cargo, and the freight. Nothing would seem more easy than to estimate the amount of the loss incurred, and to apportion that loss amongst the three parties who benefited by the sacrifice in proportion to the amount of their respective interests. And there really is no reason why there should be any difficulty in doing so; but unfortunately this simple rule has become so involved in legal subtleties and complexities that in its practical working almost insuperable difficulty is experienced. So uncertain indeed has its application under the law become that a new form of agreement, known as the Liverpool form of average bond, has been introduced, the effect of which is to take the matter from under the cognisance of the Courts and to bind the parties concerned to abide by the decision of an average

adjuster, with provision for appeal, in case of dispute, to an arbitrator. Against this innovation a very energetic protest has been issued by a large number of marine insurance companies and underwriters, who declare that such an arrangement substitutes "for the firm basis of the law the ever-shifting ground of individual opinion." But it seems to us that it is precisely because the law as it at present stands affords no "firm basis" on which to rest, that this attempt to get outside of it by a special contract has been made. As a general rule it is no doubt in the highest degree desirable that the protection of the law should not be set aside; and what we should like to see is such a simplification of the law on this subject as would entirely remove the necessity for any special contract. There is another point in the Liverpool bond, to which exception is taken. One of its clauses requires the consignee of cargo which is subject to a general average contribution to make a money deposit, to be placed in the joint names of the shipowner and the average adjuster, before he can receive delivery of his goods. The objecting insurance companies and underwriters, on the other hand, urge the use of what is known as Lloyd's bond, by which the consignee merely enters into an engagement to pay when called upon, "the proper and respective proportion of any general average" to which he may be subject. It is to be remembered, however, that for the general average charges the shipowner has a lien upon the cargo, which he gives up when delivery is made to the consignee, and he is perfectly entitled to ask that, before relinquishing that lien, some other equally good security should be given to him.—*Economist.*

RAJAH BROOKE.

(*Spectator.*)

Miss Jacob must have been met by a somewhat difficult problem on the threshold of her work. The story she had to tell is on one side the most romantic, on the other, perhaps, the most dreary of our time. Its hero is a figure like one of Charlemagne's paladins, or Queen Elizabeth's sea-captains, when he is sailing the seas and ruling wild tribes; an angry, querulous, and slightly unreasonable gentleman, when he is struggling for recognition and aid at home with puzzled Cabinet Ministers and cautious men of business. What Miss Jacob has done is to give long extracts from the Rajah's journals and letters, setting out his views of his own position, and of the duty of England towards him as he saw it again and again, and from the despatches and minutes of the various statesmen and officials who had from time to time to consider the question in its different bearings. And we cannot but fear that this part of the book may prove too heavy for the average reader, and so that the brave story may spread less far, and strike less deeply, than we should have desired. But having said so much, we have no further fault to find. Miss Jacob tells us she has aimed as far as possible at making the book an autobiography, and she has used her materials excellently, on the whole, allowing the Rajah to paint his own portrait, and supplying the side-lights and background with the skill of a practised writer, and the tact of a high-bred lady.

This skill and tact are nowhere more apparent than in the opening of the book. The temptations to linger over reminiscences of schoolfellows, and stories of doubtful value prophetic of future distinction, which get most of their colour from the subsequent knowledge of the narrators, is successfully resisted. In a dozen pages we get to the turning-point in Brooke's career, his first voyage in the China seas; and yet we have as clear an idea of the daring, affectionate, clever boy, who ran away from the school he was so fond of because his friend had left and gone to sea, and whose 'wild ways' were a sore trial to tutors—of the dashing young officer mentioned for gallantry in despatches, commanding a native cavalry corps in the first Burmese war, and invalided for a desperate wound—as though half a volume had been spent over it. He recovered very slowly from this wound, the bullet not being extracted till 1829, when his furlough was just expiring, and his commission would be forfeited unless he rejoined by a certain day. He sailed in the *Castle Huntley*, East Indiaman, which made a bad voyage, and landed him at Madras with only twelve days to reach his regiment in Bengal, and finding it impossible to be in time, he resigned his commission and went on to China and home in the same vessel. "I toss my cap into the air," he writes to his sister, "my commission into the sea, and bid farewell to John Company and all his evil ways." (p. 19.) They touch at Penang and other places in the Archipelago, and Brooke's imagination is on fire with all he sees. "What a field for enterprise and adventure! but not for me, for we sail on, and heed not the murmurs of ungratified curiosity." However, before he had reached home the idea of retiring some day in a vessel of his own had shaped itself in his mind, and never gave him rest till it was realised. This could not be done for some years, his father, a retired Indian civil servant, being averse to any mercantile speculation, for which he knew that his son was not fitted. At last in 1834, he so far gave way as to enable James to become part owner of a small brig and her miscellaneous cargo, in which he made a voyage to China, lost all his venture, sold his ship, and quarrelled with his partner, but worked hard and gained knowledge and experience, which served him well when his time came. His resolve was only confirmed by this failure, but it put an end to the prospect of carrying out any fresh ventures during his father's life, and the next year or two were spent at home, in the temper expressed to his friend Cruikshank in the words, "I envy you. I envy everybody who has anything to do that keeps gloom out of the head and the devil out of the heart," (p. 57.)

The probation-time, with all its broodings and heart-searchings, ceased when in the spring of 1836, at his father's death, he became owner of £30,000, and free to follow his star. Within a few weeks he was owner of the *Royalist*, a schooner yacht of 142 tons, in which, after a year's preliminary cruise in the Mediterranean, he started for the Eastern Archipelago in December, 1838, bent, as he writes in his farewell letter, on "doing something to add to the amount of good and happiness in the world, especially in a way suited to my wild habits, wild education, and ardent love for an undue degree of personal freedom." "I can truly say that I have no object of personal ambition, no craving for personal reward; these things sometimes attend on worthy deeds or bold enterprises, but they are, at the best, but consequences, not principal objects." (I., p. 69.) That he was a little self-deceived in this we think comes out very clearly. He was an ambitious man if ever there was one, but his ambition was of a noble type. He had weighed carefully what he intended, and the chances of success, before he started, and had satisfied himself that "territorial possession" is "the best, if not the only means by which to acquire a direct and powerful influence in the Archipelago; but any government instituted for the purpose must be directed to the advancement of native interests and to the development of native resources, rather than by a flood of European colonisation." (I., p. 75.)

In August the little *Royalist* dropped anchor at Singapore, and while refitting and making some changes in his crew, Brooke heard that one Muda Hassim, the Rajah of Sarawak, liked the English, hated the Dutch, and had lately rescued and sent home a shipwrecked crew of Englishmen. Sending on presents of sweetmeats and toys for his children, and red cloth and nankeen for Muda Hassim himself, Brooke followed, feeling his way cautiously in the *Royalist* amid Illanun pirate fleets and dangerous shoals, until on the 15th of August he was lying off Kuching, the capital of Sarawak, twenty miles up, a hitherto unexplored river, and exchanging salutes with the Rajah. From this time he made his head-quarters at Sarawak, running away in the *Royalist* occasionally for flying visits to other places on the coast of Borneo. He soon became confidential adviser to Muda Hassim, who had been for three years at war with rebel tribes. At the end of 1840 he consented to take the field for the Rajah with his small band of Englishmen, and in December brought the four-years war to an end, forcing all the rebel chiefs to lay down their arms, and—a harder matter—persuading Muda Hassim to accept their submission without the usual confiscations and executions. As an inducement to him to remain in the country, Muda Hassim had promised to transfer to him the government of Sarawak, and in September, 1841, the transfer was formally made, not without considerable pressure, and Brooke's reign began, though the formal ratification from the Sultan of Borneo did not arrive till a year later. And now at last he is content, and can write home, "As for the demon Time, I know not how he flies. Day succeeds day, month month, and I have no *ennui*,—none of that longing to be doing something, and the aversion to be employed on trifles." (I., p. 180.) Six years followed of steady work and internal organisation and development, and rapid and well-planned strokes at the pirate tribes who haunted the coast and neighbouring Sakarran and Sarebus rivers. The result has rarely been surpassed, for the man proved himself a born ruler, sagacious, daring, and patient. "All about me would plunge forward, and cause the shedding of blood, and innocent blood. Patience, patience, then, patience!" He has to impress on his fellows that good government will surely, but slowly, win confidence; it must be made to fit like clothes, and will impress its stamp on the people. But the evils of bad government do not cease with it, its subjects, "like a distrustful dog, snap and skulk away, long after they are blessed with a kind master."

The first and crucial reform measure was the absolute and stern prohibition of intertribal wars—the curse of Borneo—in all the Sarawak territory; the second, a simple code founded on the old Bornean laws, which was published at once, and administered in open Courts at Kuching, in which native officers sat as Judges, under the presidency of the Rajah himself. Next, trade was encouraged, as far as the small means at Brooke's disposal allowed, and settlers flocked in from all sides to Sarawak as to a city of refuge, until in the summer of 1846, when the Admiral of the station, Sir T. Cochrane, visited Kuching to inspect and report home, the population of Kuching had risen from 1,500 to upwards of 12,000, mud huts had been replaced by handsome houses, life and property were safe, the people lightly taxed, contented, and loyal, while peace reigned in all her borders.

Brooke visited England in 1847, and was received with acclamation by the whole country. He went to Windsor and was knighted, and returned as Consul-General of Borneo, Commissioner of Trade, and Governor of the new settlement of Labuan, founded at his suggestion. But now, when his fortunes seemed secure, came six years of adversity. Fierce attacks commenced in Parliament on him and his Government. Joseph Hume and Cobden became the tools of discharged agents and jealous traders, and, in spite of refutation after refutation, and the unanimous witness of every naval officer who had been employed on the station, memorialised one weak Government after another, until they had obtained a Commission of Inquiry on the spot, before whom Brooke was to appear and justify his proceedings against the pirate tribes, and his position as British Consul-General and Commissioner for Trade. The proceedings dragged on till 1855. The Commissioners sat at Labuan, and waited in vain for evidence in support of the charges against Brooke, while remonstrances, protests, and addresses in his favour poured in from all sides. The persecution collapsed shamefully and ignominiously, and the tardy approval of her Majesty's Government of "the manner in which you have discharged the duties entrusted to you as her Majesty's Commissioner," at length, in the autumn of 1855, reached the Rajah. But in the meantime he had been thoroughly soured, and his work crippled. No Queen's ship had visited Sarawak for years. The native chiefs believed him to be abandoned by England, and piracy was lifting its head again, while his private means were exhausted. While brooding over his wrongs, and the grudging amends which had been made, his perfect justification and triumph came in the most unexpected and terrible form. The Chinese colony rose on the night of February 18, 1857, burnt the Rajah's house and the public buildings, and murdered several of his officers, Brooke himself escaping by fighting his way out and swimming a creek. He threw himself at once on the warlike tribe of the Sakarran Dyaks, the pirates whom he had lately tamed, and in a few days was again in his capital, more powerful than ever, while the remnant of the Chinese had escaped over the border. His worst enemies in England were now silenced, while some frankly owned the wrong they had done him, and from that day Sarawak was safe. But her founder, stricken down by illness, was soon obliged to resign the active government, and spent his last years in a cottage on Dartmoor, purchased by funds subscribed by his admirers at home, varied only by two short visits to Sarawak, now a consular station and the dépôt of a powerful English Company. The dispute between Brooke and his nephew, whom he left in charge on his return to England, is lightly touched in this book, and readers are left to infer that the nephew was entirely in the wrong. In justice to the memory of a gallant and loyal Englishman, it should have been told that the cause of difference was the resolute opposition of the nephew to his uncle's proposal to place Sarawak under the protection of Louis Napoleon. It would have been better to have omitted all allusion to the quarrel, or to have given the facts.

"My policy in Sarawak," writes Rajah Brooke, in 1850, "has been high-handed against evil-doers. Your slip-shod policy is in the end a bloody and a cruel one." (Vol. II., p. 32.) Truer words were never spoken, and we could wish that the lesson were taken to heart by those who will decide England's course on this Eastern Question in 1877. In another sentence of the same date, we think he gives the key to the misunderstanding and persecution which dogged him for six years. "I have a fixedness of purpose, and a devotion to any cause I embrace, so unfortunately mixed up with a lightness of temper and a scoffing playfulness, and an abhorrence of cant, that the solemn and silly will never comprehend my character, and the suspicious and worldly never will trust and always will abuse me." (II., p. 34.) His great venture was made at the moment when England was in her meanest humour as to her colonial and imperial destinies, and now that she has recovered her senses, let us trust that the life's work of James Brooke will be valued and treasured.

In the short preface by General Jacob—of all living Englishmen probably the best judge in such a cause—the pith of the book is given in five lines, with which we will conclude:—"It furnishes a lesson in the government of Eastern people which those who have to deal with them will do well to study; it shows with what facility a false cry can be raised, and how, in the name of humanity, humanity may suffer."

ANOTHER DISTRESSING CASE.

The British mariner is seeing altogether too many sea-serpents, and those, too, of unnecessarily large size. A few weeks ago, we had the story of a British Captain and one of his mates who saw an immense sea-serpent of a unique pattern, both as to shape and color, somewhere near the Straits of Sunda, and who were so terribly frightened that as soon as they reached port they went before a magistrate and solemnly swore never to touch—that is to say, swore to the truth of their story. A little later, a returned sea Captain in the Coast Guard service was walking along the shore near Plymouth, England, when he saw a large ship at a distance of about three miles from shore suddenly vanish as though it had made itself air, like a Shaksperean witch. While he was yet wondering at this phenomenon, he saw in the place lately occupied by the vanished ship what he took to be a large steamer with two funnels, but what a little observation proved to be an enormous serpent with two upright dorsal fins, painted with alternate black and white stripes. Had it been night, the snake would doubtless have carried the usual red and green lights, and would have burned a private Coston signal. As nearly as the Coast Guard man could judge, this sea-serpent was six hundred feet long, and there is but little doubt that he had just gorged the vanished ship, and was on the lookout for a tender long-boat or an appetizing life-raft.

Neither of these unhappy British mariners, however, saw sea-serpents to the terrible extent to which the Captain of a British bark has recently seen them. On the 8th of July, 1875, while the bark was off Cape St. Roque, the weather being fine and clear, and the steward opening one of the last half dozen, the Captain noticed an unusual commotion in the water at a distance of about two miles on the lee bow.

The warm-hearted sailor steered for the scene of disturbance, thinking that he might, perhaps, find a fragment of wreck bearing the body of some unhappy fellow-being with a bottle in his pocket. He soon, however, discovered the true state of the case. A tremendous battle was in progress between a sperm whale and a sea-serpent, while two other sperm whales, who had formed a ring, were watching the conflict with faces expressive of grief and alarm. The snake, which was from 160 to 170 feet in length and 7 or 8 feet in circumference, had taken two turns with his tail around the whale, bringing the tail around the standing part of him and passing it through the bight, thus making an imperfect but still sufficiently trustworthy "stunsail-halyard-bend." Having thus a firm hold of the whale, the serpent was tossing him up in the air and bringing him down again on the surface of the water with a violence that must have proved excessively trying to the whale. The battle did not last long, for the whale soon became totally exhausted, and the serpent sank with him in order to swallow him without the presence of spectators. The two other whales then swam away, too much depressed in spirits to think of spouting, and the Captain felt a "cold shiver" run through his frame. Fortunately, he had taken the precaution to lean against the lee-rail, and to keep a firm grasp of the mizzen-rigging. He thus escaped making a spectacle of himself by sinking fainting to the deck, and successfully concealed his emotions.

In spite of the care which he naturally took of himself after having received this terrible warning, the Captain saw another serpent eight days after, when about eighty miles from Cape St. Roque. This serpent stood on his tail, with some sixty feet of his body out of the water, and grimly scrutinized the bark as if in search of the unhappy Captain. That fearless mariner instantly shouted, "Gimmenaxe," and the carpenter having brought him the best axe on board the vessel, he carefully emptied his boots overboard, to avoid any attack in the rear, and announced that, if the sea-serpent wanted to attack an honest and sober sailor, he would show him who was the master of that vessel. The monster, however, thought better of it, and slowly disappeared, when the Captain was escorted to his cabin by the steward, where he subsequently wrote out a full account of the affair for the benefit of the London medical journals and temperance societies.

Why this account was not published until a year and a half after the affair took place we are not informed; neither is it known whether the Captain has changed his habits, or is still in danger of another attack. There is no doubt, however, that his case is rather the worst on record. Other mariners have seen sea-serpents of great size and ferocity, some of which have shown a persistence in coiling themselves around the spectator's neck and stowing themselves away in his pockets, which must have been very trying; but a sea-serpent engaged in beating the breath out of a whale is quite unprecedented. The Captain makes a feeble attempt to excuse himself by referring to the prolonged heat of the weather in the neighborhood of Cape St. Roque. This is not an excuse which can be accepted. If the weather was hot the Captain should have tried cold baths and light diet, and should have avoided heating beverages with the utmost care. It is certainly to be hoped that he is a thoroughly reformed man, but the public would have more confidence in him, if he had honestly confessed his fault without attempting to apologize for it.

It is plain that something must be done to improve the condition of the British mercantile marine. Where one Captain confesses that he has seen a sea-serpent, there are probably a dozen others who keep their own counsel. It is a terrible thought that at this moment there may be a hundred vessels at sea, under the command of men who are seeing sea-serpents day and night. Where is Mr Plimsoll, that he does not expose this frightful source of danger to life and property, and insist that no vessel should be permitted to go to sea except in charge of a Captain who is a member of the Good Templars or the Infant Band of Hope?—*American Paper.*

SAVING EXPENSES.

A Munson-street man being told that there were several pieces of tin which needed mending, conceived the idea of getting an iron and solder and doing the mending himself. His wife, filled with vague forebodings, perhaps, said that the expenses were such a trifle that it would hardly pay to do it oneself, to which he responded: "I'll admit that in this one instance it would not pay, but there is something being in want of repair every little while, and if I had the tools here for fixing it, we are saved just so much expense right along. It may not be much in course of a year, but every little helps, and in time the total would amount to a nice little lump. We don't want the Astors lugging off all the money in the country, by gracious." He got the iron—one dollar—and fifty cents' worth of solder, and ten cents' worth of rosin. He came home with these things and went into the kitchen, looking so proud and happy that his wife would have been glad he got them were it not for an overpowering dread of an impending muss. He called for the articles needing repair. His wife brought him the pan. "Where's the rest? Bring 'em all out an' let me make a job of it while I'm about it." He got them all, and seemed to be disappointed that there were not more of them. He pushed the iron in the fire, and got a milkpan inverted on his knee, and with the solder in his hand, waited for the right heat. "That iron only cost a dollar, and it'll never wear out, and there is enough solder in this piece to do twenty-five dollars' worth of mending," he exclaimed to his wife. Pretty soon the iron was at right heat, he judged. He rubbed the rosin about the hole which was to be repaired, held the stick of solder over it, and carefully applied the iron. It was an intensely interesting moment. His wife watched him with feverish interest. He said, speaking laboriously, as he applied the iron: "The—only—thing—I—regret—about—it—is—that—I—didn't—think——of—getting—this—before—we—" Then there ascended through the ceiling and up into the very vault of heaven the awfullest yell that woman ever heard, and the same instant the soldering-iron flew over the stove, and the pan went clattering along the floor, and the bar of solder struck against the wall with so much force as to smash right through both the plaster and lath. And before her horrid gaze danced her husband in an ecstasy of agony, sobbing, screaming, and holding on to his left leg desperately as if it was made of solid gold and studded with diamonds. "Get the camphor, why don't you?" he yelled. "Send for a doctor! O! oh! I'm a dead man!" he shouted. Just then his gaze rested on the soldering-iron. In an instant he caught it up and hurled it through the window without the preliminary of raising the sash. It was some time before the thoroughly frightened and confused woman learned that some of the molten solder had run through the hole in the pan and on to his leg, although she knew from the first that something of an unusual nature had occurred.—*Danbury News.*

THE POINT OF THE JOKE.

Mr. Sniffin was at a dinner party given a few days ago at Judge Pitman's. While the company were at the table Sniffin said, in a low voice:—"By the way, did you read that mighty good thing of Adeler's the other day, about the woman over in Pencader? It was one of the most amusing things that ever came under my observation. The woman's name, you see, was Emma. Well, sir, there were two young fellows paying attention to her, and after she'd accepted one of them, the other also proposed to her, and as she felt certain that the first one wasn't in earnest she accepted the second one also. So a few days later both of 'em called at the same time, both claimed her hand, and both insisted on marrying her at once. Then of course she found herself face to face with a mighty unpleasant—unpleasant—er—er—er—let's see, what's the word I want? Unpleasant—er—er—. Blamed if I haven't forgotten that word." "Predicament," suggested Judge Pitman. "No, that's not it. What's the name of that thing with two horns? Unpleasant—er—er—hang it, it's gone clear out of my mind." "A cow," hinted Miss Gridley. "No, not a cow." "Maybe it's a buffalo," remarked Dr. Potts. "No, no kind of an animal. Something else with two horns. Mighty queer I can't recall it." "Perhaps it's a brass band," observed Butterwick. "Or a man who's had a couple of drinks," suggested Peter Lamb. "Of course not." "You don't mean a fire company?" asked Mrs. Pitman. "N—no. That's the confounded queerest thing I ever heard of, that I can't remember that word, said Mr. Sniffin, getting warm, and beginning to feel miserable. "Well, give us the rest of the story without it," said the judge. "That's the mischief of it," said Mr. Sniffin. "The whole joke turns on that infernal word." "Two horns did you say?" asked Dr. Potts. "Maybe it is a catfish?" "Or a snail," remarked the judge. "N—no—none of those." "Is it an elephant or a walrus?" asked Mrs. Potts. "I guess I'll have to give it up," said Mr. Sniffin, wiping the perspiration from his brow. "Well, that's the sickest old story I ever run across," remarked Butterwick to the judge. Then everybody smiled, and Mr Sniffin excused himself upon the ground that he had to meet a man, and withdrew. The mystery is yet unsolved. I never concocted any such story as that, and I have a faint impression that Sniffin was trying to build one up by bringing that woman's name, Emma, somehow into a pun with the word "dilemma," and I am glad he failed. When a man begins to palm off his infamous jokes on me, the time has come when he can die without being missed.—*May Adeler.*

A WOMAN FOR CHOPS.

The other night I paid my butcher; one of the miracles of these times, you will say. Let me tell you I have all my life been seeking for a butcher whose respect for genius predominated over his love of gain. I could not make out, before I dealt with this man, his excessive desire that I should be his customer; his sly hints, as I passed his shop, that he had "a bit of Southdown, very fine; a sweetbread, perfection; and a calf's foot that was all jelly without bone!" The other day he called, and I had him sent up into the painting-room. I found him in great admiration of "Alexander." "Quite alive, sir!" "I am glad you think so," said I. "Yes, sir; but, as I have said often to my sister, you could not have painted that picture, sir, if you had not eat my meat, sir!" "Very true, Mr Sowerby." "Ah, sir, I have a fancy for genius, sir!" "Have you, Mr Sowerby?" "Yes, sir, Mrs Siddons has eat my meat sir; never was such a woman for chops, sir!" and he drew up his beefy, shiny face, clean shaved, with a clean blue cravat under his chin, a clean jacket, a clean apron, and a pair of hands that would pin an ox to the earth if he was obstreperous. "Ah! sir, she was a wonderful crayture!" "She was, Mr Sowerby." "Ah, sir, when she used to act that there character, you see (but, Lord, such a head! as I say to my sister)—that there woman, sir, that murders a king between 'em." "Oh, Lady Macbeth." "Ah, sir, that's it—Lady Macbeth. I used to get up with the butler behind her carriage when she acted, and I used to see her looking quite wild, and all the people frightened. 'Ah, ha, my lady!' says I, 'if it wasn't for my meat, though, you wouldn't be able to do that.'" "Mr Sowerby, you seem to be a man of feeling; will you take a glass of wine?" After a bow or two, down he sat, and by degrees his heart opened. "You see, sir, I have fed Mrs Siddons, sir; John Kemble, sir; Charles Kemble, sir; Stephen Kemble, sir; Madame Catalini, sir; Morland, the painter; and—I beg your pardon, sir—and you, sir." "Mr Sowerby, you do me honour." "Madame Catalini, sir, was a wonderful woman for sweetbreads; but the Kemble family, sir—the gentlemen, sir—rump-steaks and kidneys in general was their taste; but Mrs Siddons, sir, she liked chops, sir, as much as you do, sir," &c. I soon perceived that the man's ambition was to feed genius. I shall recommend you to him.—*Letter of Haydon in the First Sans-Souci.*

MARRIAGE CUSTOMS IN COREA.

When children have reached the age of puberty, their parents betroth and marry them, without consulting them, without troubling themselves about their tastes, and often even against their inclinations. The only thing that is considered, is the rank of the two contracting families; the character and feelings of the future couple are not taken into account at all. The father of the man puts himself into communication with the father of the girl, *viva voce*, if they live near one another, and by letter, if at a distance; they discuss the different conditions of the contract, make all arrangements, and fix upon a day for the ceremony, which appears most favourable according to the calculations of the fortune-tellers. In some respects these preliminaries to marriage, it will be seen, resemble those in vogue among the Chinese. An evening or two before the day appointed for the marriage, the lady obtains the assistance of a friend to put up her hair, and one of the bridegroom's relations or acquaintances does the same for him. Those who are chosen to perform this ceremony are selected with great care, and are called *pok-siou* (in Chinese *pai-shou*), *i. e.* "lucky hands." The following is an explanation of this somewhat odd practice. The children of both sexes wear their hair in a single tress which hangs down their backs, and they always go bare-headed; as long as they are unmarried, they are considered children (*ahai*), they are obliged to dress their hair in this way. They can then play childish tricks and pranks, without any notice being taken of them, for they are not supposed to be capable of serious thought or action. But marriage brings civil emancipation, at whatever age it may be contracted, even if the bridegroom be no more than twelve or thirteen years old. Henceforth they are men and women, and must put away childish things; the new wife takes her place among matrons, and the young husband has the right of speaking at meetings of men, and also of wearing a hat for the future! After the hair has been "put up" for marriage the men wear it knotted on the tops of their heads a little to the front. According to ancient tradition, they ought never to cut a single hair off but especially at the capital, young men who wish to turn their personal advantages to account, and avoid wearing too thick a bundle of hair, have the tops of their heads shaved. Married women, on the contrary, not only preserve all their hair, but procure some false hair in addition, in order to make the two braids, in which their hair is arranged, appear as thick as possible; these of all classes at the capital, and ladies of noble rank in the provinces, make with these two braids a species of large chignon, which is kept together by a long silver or copper pin, placed crosswise, and falls back over the neck; among the lower classes in provinces these braids are rolled round the head like a turban knotted over the forehead. Spinsters, who object to the holy estate of matrimony, and bachelors who, though well on in life, have not been able to find a help-mate, secretly "put up" their hair themselves, and make believe that they have been married, in order that they may not be treated as children all their lives. This of course, is a grave violation of national custom but still it is winked at.—*Saturday Magazine.*

She led him to a sofa, and in a deep bass voice called him her soul's idol, and inquired what his monthly income was. Seeing his gaze fixed on her boa-constrictor-like mouth, she remarked—"Darling, I see you notice my large and beautiful potato-trap; let me explain to you the reason of its unusual size. When I was quite a child I was playing on pappy's cellar door; it gives way; I was precipitated down into the basement and caught by the mouth on a projecting meat-hook, which ripped up my face and extended my mouth several inches." With his eyes full of sympathetic tears, he rose from the sofa, and replied as he made towards the door—"My angel, you are perhaps mistaken. Probably in the excitement of that awful moment you left your mouth down in the basement and accidentally brought up the cellar. We shall meet again in a better world. Adieu."—*American paper.*

Quotations.

Hongkong, *April* 6, 1877.

OPIUM.—New Patna, cash....	$582½
" New Benares, cash,	547½
" New Malwa, cash,	555
" " credit,	560
" Allowance Taels,	12 *a* 40
" Old Malwa, cash,	575
" " credit,	580
" Allowance Taels,	12 *a* 24
CAMPHOR, ...	17½ *a* 18
QUICKSILVER, ...	61½ *a* 62
SALTPETRE, ...	5.70 *a* 6.20

Exchange.

Bank, on demand, ...	3/10½
" 30 days' sight, ...	3/10¾
" 6 months' sight, ...	3.11½ *a* 3 11⅝
Credits, " "	3.11¾
Documentary, 6 months' sight,..	3/11⅞
Bombay, ...	226
Calcutta, ...	226
Shanghai, demand, ...	72½
" 30 days, ...	73½
Bar Silver, 17, dwts. *B.*, ...	8½ } prem.
Mexicans, ...	3 } nom.
Gold Leaf, ...	25.80
English Sovereigns, ...	5.05
Australian Sovereigns, ...	5.06
Discount, ...	7 *a* 9

Shares.

Hongkong Bank,	34
H.K. Fire Ins. Co.,	$537½
China Fire Ins. Co.,	$150
China Traders' Ins. Co.,	$2,150
Union Ins. Society of Canton,	$620
Chinese Insurance Co.,	$205
North China Ins. Co.,	Tls. 915
Yangtsze Ins. Association,	Tls. 610
H.K. & W. Dock Co.,	31
H.K. C. & M. S.-boat Co.,	$10
Hongkong Hotel Co.,	$50
Chinese Imperial Loan,	£108

Temperature.

(*Taken at Messrs Falconer & Co.'s Premises, Queen's Road.*)

Hongkong, *April* 6, 1877.

Barometer—	9 A.M.... ...	30.240
Do.	1 P.M.... ...	30.150
Do.	4 P.M.... ...	30.120
Thermometer—	9 A.M.... ...	67½
Do.	1 P.M.... ...	69
Do.	4 P.M.... ...	70
Do. (Wet bulb)	9 A.M.	66½
Do. Do.	1 P.M.	67½
Do. Do.	4 P.M.	69
Do. Maximum.		70
Do. Minimum over night		65

Shipping Intelligence.

HOME SHIPPING.

The following is corrected from the latest London Papers:—

DEPARTURES.

Nov. 17, Eliza Shaw, from London to Shanghai.

Nov. 21, America, from Cardiff to Hongkong.

Nov. 28, Western Chief, from London to Hongkong.

Nov. 28, Madura, from Cardiff to Hongkong.

Nov. 28, Hannah Law, from Cardiff to Hongkong.

Nov. 28, New Era, from Cardiff to Hongkong.

Dec. 4, Benclutha, from Cardiff to Hongkong.

Dec. 17, A. E. Vidal, from Hamburg to Hongkong.

Dec. 17, Carricks, from London to Hongkong.

Dec. 19, Channel Queen, from Cardiff to Hongkong.

Dec. 20, Chinaman, from London to Hongkong.

Dec. 22, Sophie, from New York to Hongkong.

Dec. 23, Ino, from Greenock to Swatow.

Dec. 23, John Nicholson, from New York to Shanghai.

Dec. 27, Undine, from London to Shanghai.

Dec. 29, Ulysses (str.), from Liverpool to Shanghai, (leaves S'pore, 3rd proximo.)

Dec. 29, Canaan, from Cardiff to Hongkong.

Jan. 4, C. R. Bishop, from London to Hongkong.

Jan. 11, Windhover, from London to Shanghai.

Jan. 12, Woodhall, from Hamburg to Hongkong

Jan. 12, Hope, from London to Hongkong.

Jan. 16, Gryfe, from Cardiff to Hongkong.

Jan. 18, Batavia, from Hamburg to Hongkong.

Jan. 31, Forward Ho, from London to Shanghai.

Feb. 1, Robert Henderson, from Buryport to Hongkong.

Feb. 2, Polynesia, from Cardiff to Hongkong.

Feb. 5, Carrizal, from Cardiff to Hongkong.

Feb. 8, Daphne, from London to Hongkong.

Feb. 12, Leading Wind, from Antwerp to Hongkong.

Feb. 15, Bertha (str.), from Cardiff to Hongkong.

Feb. 17, Therese Behn, from Cardiff to Hongkong.

Feb. 18, Matchless, from Cardiff to Hongkong.

Feb. 19, Cactus O., from Cardiff to Hongkong.

Feb. 19, F. P. Lichfield, from Cardiff to Hongkong.

Feb. 19, Maipu, from Cardiff to Hongkong.

Feb. 20, Penrith, from London to Hongkong.

Feb. 22, Enid, from London to Hongkong.

Feb. 22, Osaka, from London to Hongkong.

Feb. 22, Belted Will, from London to Shanghai.

LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Suez Canal.

Argentino.	Candia.
Fleurs Castle.	Glenearn.
Scindia.	Teviot.

Sailing Vessels.

Sir Lancelot.	Kaisow.
City of Aberdeen.	Melbrek.
Antwerp.	Commissary.
Scindia.	

At Liverpool.

Anchises (str.)	Ajax (str.)
C. W. Cochrane.	Lord Macaulay.

At Glasgow.

Glenesgles (str.)	Isle of Erin.

Insurances.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL,—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matsheds, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & Co.
Agents Hongkong & Canton.

Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY. (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the nett amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against *Fire* to the extent of $45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premia.

NORTON & Co.,
Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of

His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £3,000 on reasonable terms.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorising them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.

Hongkong, January 8, 1875.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1868.

Mails.

STEAM FOR

Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton and London;

ALSO,

Bombay, Madras, Calcutta and Australia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship *KHIVA*, Captain LEE, will leave this on THURSDAY, the 12th April, at NOON.

For further Particulars, apply to

A. LIND, *Superintendent.*

Hongkong, April 2, 1877. ap12

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer *CITY OF TOKIO*, will be despatched for San Francisco, via Yokohama, on SATURDAY, the 14th April, 1877, at 3 P.M., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe VIA OVERLAND RAILWAYS.

A Steamer of the Mitsu Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., 13th April. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 16, Praya Central.

RUSSELL & Co., *Agents.*

Hongkong, March 21, 1877. ap14

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,

IN CONNECTION WITH THE CENTRAL

and

UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

AND

ATLANTIC STEAMERS.

THE S. S. "*GAELIC*" will be despatched for San Francisco via Yokohama, on TUESDAY, the 1st May, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 30th Inst. Parcel Packages will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, *Agent.*

Hongkong, April 3, 1877. my1

Intimations.

THE *CHINESE MAIL.*

TERMS OF ADVERTISING IN THE *Chinese Mail.*

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent weeks' insertions will be charged only one half the amount of the first week's charge. Advertisements for half a year and longer will be allowed a deduction of 25 per cent on the total amount, and contracts for more favourable terms can be made.

Efforts have been made to establish Agents for circulating the *Chinese Mail* in all the ports and in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Phillippines, Australia, San Francisco, Peru and other places which Chinese frequent. When the list of Agencies is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

CHUN AYIN,
Manager.

Hongkong, February 23, 1874.

Intimations.

W. BALL,
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' SUNDRIES, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf.

Hongkong, July 13, 1876.

HONG LISTS.

Circular, large sheet.

THE AMENDED HONG LIST in English and Chinese, containing the Names of all the most important Companies, Institutions and Mercantile Houses in the Colony.

Price, 25 cents each; or $2.50 per dozen.

At the "China Mail" Office.

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the *Chinese Mail* will be issued DAILY instead of TRI-WEEKLY as heretofore. No change, however, will be made in the price of subscription, which will remain at $4 per annum.

The charges for advertisements are now assimilated to those of the *China Mail.* The unusual success which has attended the *Chinese Mail* makes it an admirable medium for advertisers.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address

MR CHUN AYIN,
Manager.

China Mail Office,
17th February, 1874.

Now Ready.

"THE CHINA REVIEW,"

No. 4, VOL. V.

Annual Subscription, Six Dollars and a Half.

CONTENTS.

China Mail Office,
Hongkong, March 20, 1877.

WASHING BOOKS.

(In English and Chinese.

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price, $1 each.

CHINA MAIL Office.

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the Daily *China Mail*, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those Countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 36 cents.) $12 per annum (postage paid $13.50.)

Orders should be sent to GEO. MURRAY BAIN, *China Mail* Office, 2, Wyndham Street, not later than the evening before the departure of the English Mail Steamer.

Terms of Advertising, same as in Daily *China Mail.*

Intimations.

AH YON,
SHIPS' COMPRADORE AND STEVEDORE,
No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—

Macao.—Man Chuen Shop.

Canton.—Sing Chuen Native Post Office, Luen Hing Street; Chui Heung Low Hotel, Luen Hing Street; Kwong Tin Fat Shop, Yan Tsai Street; Mr Sit Chuen Fan, Tung Wen Kwan; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street, New City; Yee Cheung Photograph Shop, Honam; Kwai Heung Shop, Sin Choong, Honam.

Swatow.—Sui Cheong Hong; Woh Shun Loong Hong.

Amoy.—Chün Cheong Hong, Mook Kek Street.

Foochow.—Mr Yü Ching Cheong, Foochow Arsenal; Mr Lum Kwok Ching, Maritime Customs.

Shanghai.—Mr Ng Ching Shun, Maritime Customs; Mr Ho Yue Chuen, Maritime Customs; Mr Chun Sing Hoi, Messrs Jardine, Matheson & Co.; Mr Kwong Chuen Fook, Educational Mission School; and Mow Sing Sang Kee shop.

Ningpo.—Mr Sung Min Chee, Maritime Customs.

Hankow.—Yee Hing Hong.

Chefoo.—Yee Shun Hong.

Japan.—Mr Leong Chun Tong, Municipal Office, Yokohama.

Saigon.—Wohang Hong.

Singapore.—Ting Kee Hong; Kwong Fook Sang Hong.

Penang.—Yow Wing Fong; *Argus* Office.

Calcutta.—Mow Sing Company.

San Francisco.—Kwong Foong Tai Hong.

The above are some of the Agencies; others will be published, when they are arranged for. Negociations are in progress with the express couriers who carry the official despatches and *Peking Gazettes*, to circulate the *Chinese Mail* in the interior of China.

Hongkong, March 10, 1874.

AFONG,
PHOTOGRAPHER,
by appointment, to
H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;
and to
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA,
Wyndham Street, formerly ATHLETIC CLUB,

HAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Ex S. S. *Radnorshire* a supply of very handsome Easel Albums of Russia and Velvet Covers, assorted sizes. Illuminated Albums for Portraits. Tobacco Pouches, in Shape of Skulls, Rats, &c., and a nice choice of Gilt Mountings for Frames, &c.

Hongkong, March 28, 1877.

PRICE $6.

THE TREATY PORTS OF

China and Japan.

A COMPLETE GUIDE TO THE OPEN PORTS OF THOSE COUNTRIES; TOGETHER WITH PEKING, YEDO, HONGKONG AND MACAO.

FORMING A GUIDE BOOK & VADE MECUM FOR TRAVELLERS, MERCHANTS, AND RESIDENTS IN GENERAL.

8vo. pp. 618. *With 29 MAPS and PLANS.*

by

WM. F. MAYERS, N. B. DENNYS, and CHAS. KING.

COMPILED AND EDITED BY N. B. DENNYS, PH.D.

LONDON: N. TRUBNER & Co.
HONGKONG: *China Mail* Office.
Price, $6, leather half bound.

The scope of this work includes detailed descriptions of important SITES and MONUMENTS, notes on the CLIMATE and general TOPOGRAPHY, FAUNA, FLORA, GEOLOGY and METEOROLOGY of each Port and its neighbourhood, with HISTORICAL NOTICES and minute details respecting the rise and progress and social characteristics of the several foreign settlements. To these particulars are added summaries and statistics of the TRADE of each open Port, compiled from official returns, together with statements respecting COINAGE, CURRENCY, and EXCHANGES, LINES of STEAM COMMUNICATION, DISTANCES, and rates of PASSAGE MONEY. Hints, and recommendations to travellers, giving full particulars of OUTFIT and mode of proceeding to the less frequented settlements are also included, combined with notes on DOMESTIC MARKETS and Mode of living.

In addition to furnishing similar particulars, the Section devoted to Hongkong contains an historical sketch forming a chronological index of the chief events which occupied public attention between 1841 and 1865, including POLITICAL EVENTS, Changes in the GOVERNMENT SERVICE, the passing of important ORDINANCES, the ARRIVAL and DEPARTURE of EMINENT RESIDENTS, a record of the most notable PIRACIES, ROBBERIES, MURDERS, FRAUDS, FIRES and Criminal TRIALS, ADDRESSES and PRESENTATIONS, &c., &c.

The appendix contains full tables of the various steam companies' lines. It also includes a CATALOGUE of over 440 works published in the English language upon China and Japan, while a copious INDEX at the end of the work affords a ready means of reference to the reader.

HONGKONG MARKET PRICES.

Corrected to Saturday, March 31, 1877.

At 1110 Cash per Dollar Mexican.

		Price. Highest. Cash.	Lowest. Cash.
Butcher Meat.			
Bacon, English,	lb.	450	400
„ Ame. Sugar cured	„	300	250
„ Foochow,	„	160	140
Beef, sirloin and prime cut,	cy.	160	150
Beef Corned,	catty	150	140
„ Roast,	„	150	140
„ Soup,	„	90	80
„ Steak,	„	150	140
Bullocks' Brains,	per set	60	50
„ Tongue, fresh,	each	275	250
„ „ corned	„	320	300
„ Head,	„	600	500
„ Heart,	„	150	140
„ Feet,	„	50	40
„ Kidneys,	„	60	50
„ Tail,	„	100	90
„ Liver,	catty	80	60
„ Tripe (undressed),	catty	50	40
Calves' Head and Feet,	set	500	400
Hams, American,	lb.	300	280
„ Chinese,	„	180	170
„ English	„	360	340
Mutton Chop,	„	180	170
„ Leg,	„	180	170
„ Shoulder,	„	130	120
„ Liver,	„	130	120
Pigs' Chitlings,	catty	60	50
„ Feet,	„	100	90
„ Fry,	„	110	100
„ Head,	„	90	80
„ Heart,	each	60	50
„ Kidneys,	„	80	70
„ Liver,	lb.	100	80
Pork, Chop,	catty	150	140
„ Corned,	„	130	120
„ Leg,	„	150	140
„ Fat or Lard,	„	110	100
Sheeps' Head, and Feet,	set	340	320
„ Heart,	each	50	40
„ Kidneys,	„	80	70
Sucking Pigs,	„	1750	1000
Veal,	catty	140	120
Poultry.			
Capons,	catty	200	180
Deer,	each	$2.00	$1.50
Ducks,	catty	130	120
Eggs, Hen	doz.	100	—
„ Duck	„	100	—
„ Salt	„	120	—
Fowls,	catty	180	160
Geese,	„	120	110
Partridges,	each	350	300
Pheasants, Canton, live,	pair	$2.00	—
„ Shanghai, dead	„	1000	800
Pigeons,	each	150	130
Quail,	„	100	90
Rabbits,	„	800	500
Snipe,	each	120	110
Teal,	„	250	220
Turkeys, Cock,	catty	650	600
„ Hen,	„	400	—
Wild Duck,	each	450	400
Fish.			
Bombay Ducks, new	per hundred	350	300
Bream,	catty	100	90
Carp,	„	80	70
Codfish, Salt,	lb.	150	—
Crabs,	catty	200	120
Cuttle Fish,	„	80	70
Dace,	„	100	90
Eels, Congor	„	60	50
File Fish,	„	70	60
Fresh Fish, Large	„	130	120
„ Small	„	90	80
Frogs,	„	200	160
Garoupa,	„	250	140
Herrings,	„	70	60
„ smoked	box	$1.00	—
Live Fish,	catty	140	120
Lobsters,	„	80	70
Mackerel,	„	50	40
Mango Fish,	„	160	—
Mullet,	„	100	90
Oysters,	„	140	130
Parrot Fish,	„	130	120
Perch,	„	80	70
Pomfret,	„	160	140
Prawns,	„	130	120
Ray,	„	160	140
Roach,	„	160	—
Rock Fish,	„	130	120
Salmon, Canton,	„	100	70
Salt Fish,	„	120	100
Shark, young	„	70	60
Shrimps,	„	70	60
Skate,	„	60	50
Snapper,	„	120	110
Snipe Fish,	„	90	—
Soles, Fresh	„	120	100
Tench,	„	80	70
Turtles, Small	„	400	350
White Bait,	„	40	30
Vegetables.			
Asparagus,	tin	450	400
Bamboo Shoots,	catty	100	80
Beans, sprout,	„	20	14
„ Broad,	„	80	70
„ French from Macao	„	70	50
Beet Root,	each	12	10
Brassica,	catty	12	10
Cabbage, White Canton	„	30	25
„ Common,	„	10	8
„ Hongkong,	each	70	30
„ Macao,	„	70	30
„ Turnip, Bohi	each	10	8
„ red for pickling	„	80	50
Carrots, Salt	catty	30	—
Carrots, Fresh	catty	25	20
Cauliflower,	each	80	30
Celery, Chinese,	catty	20	—
Celery, English,	„	40	30
Colewort,	„	30	20
Cucumbers,	„	70	—
Chillies, Dried,	„	100	—
„ Mixed,	„	80	70
Curry Stuff, English,	„	40	30
Egg Plant,	„	50	40
Garlic, (bulb) dried,	„	40	30
Ginger,	„	30	20
Greens, White	„	10	—
„ Winter course	„	20	15
Green, Sprouts	„	15	10
Green Peas, in shell, old	„	60	50
„ young	„	40	30
"Horse Radish," S'hai,	„	300	—
Lettuce, Chinese	„	20	—
„ English,	head	10	—
Mint,	bunch	15	10
Mushroom, dried,	catty	750	650
Onions, Bombay	„	240	230
„ Green	„	20	—
Parsley, Chinese,	„	50	—
„ English,	bunch	10	5
Potatoes, Macao,	catty	20	15
„ Sweet,	„	12	10
Pumpkins,	„	20	15
Radishes,	doz.	30	20
Scallions,	catty	25	20
Shalots,	„	35	30
Sesamum,	„	120	100
Spinach,	„	40	30
„ Common	„	25	20
Squash, bottle	„	30	—
Taro (U Tau)	„	20	—
Tomatoes,	„	60	40
Turnips, Salt,	„	20	15
„ English	each	15	10
„ Chinese	catty	15	10
Water Lily Roots,	„	30	—
Water Cress,	bunch	20	10
Yams,	catty	30	20
Fruits.			
Aleurites,	catty	60	50
Apples, Dried	„	500	400
„ Californian,	„	250	150
Bananas, fragrant Punti,	„	40	30
Chestnuts, new,	„	100	—
Cocoanuts	each	50	40
Currants,	bottle	400	350
„	lb.	200	160
Dates,	bottle	500	400
Figs, Dried,	„	500	400
Ground Nuts,	catty	40	30
Guavas,	„	60	—
Lemons,	„	120	100
Lichees, Dried,	„	200	180
Loong Ngan, Dried,	„	400	200
Loquats,	„	40	—
Mangoes,	each	100	70
Olives, green, Punti,	catty	60	—
Oranges, (Coolie) Chang	„	40	30
„ Sweet, Sun-woey	„	250	160
„ (Mand.) coolie	„	100	80
„ (Mandarin)	„	120	100
„ dark-skinned	„	90	80
Papaw,	„	150	130
Pears, Nanking,	„	160	120
Pears, Chefoo,	„	120	100
Pine-apples, Punti	each	60	50
Plantains, common	catty	30	20
„ fragrant	„	40	30
Plums,	„	80	70
Prunes, Dried,	bottle	300	250
Pumeloes or Shaddock,	each	80	60
Raisins, Muscatel,	bottle	750	600
„	lb.	200	150
Salesbury Seeds, Pak-kwo,	catty	80	70
Sugar Cane,	stick	25	20
Tamarinds,	catty	60	50
Walnuts,	„	110	100
Water Chesnuts, Canton	„	50	40
Miscellaneous.			
Allspice, Chinese	bottle	200	—
„ English	„	750	500
Barley,	picul	1600	1500
Bran,	picul	1500	1400
Butter,	lb.	600	500
Candied Orange Peel,	bottle	750	700
„ Lemon „	„	750	700
Capers,	„	250	220
Charcoal,	picul	1080	1000
Cheese, American,	lb.	400	350
Cinnamon,	catty	300	250
Citron,	„	160	150
Cloves,	„	700	500
Cocoanut Oil,	bottle	180	150
Coffee,	lb.	230	200
Curry Powder,	bottle	500	250
Firewood,	picul	400	350
Flour,	catty	40	30
Gram,	picul	3000	2750
Isinglass,	pkgs.	750	—
Lamp Oil,	catty	90	80
Macaroni,	box	1000	750
Mace,	catty	750	—
Mango Chutney,	bottle	500	300
Mustard,	„	180	160
Nutmegs,	each	10	8
Olives,	bottle	250	200
Paddy,	picul	1600	1500
Pearl Barley,	bottle	220	180
Pepper (whole)	catty	270	220
„ (ground)	bottle	250	200
Pickles,	„	200	160
Rice,	catty	40	35
Sago,	„	100	80

W. QUINCEY, *Acting Inspector of Markets.*

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